SECRET

1 August 1967

MEMORANDUM FOR: Director of Communications

SUBJECT: AUTODIN Communications Plan

1. For the past five months FBIS has participated experimentally in the existing CONUS AUTODIN system through its Headquarters and [redacted] terminals to gain experience on which planning for the future FBIS communication system could be soundly based. Several significant conclusions have been reached through this process, augmented by close liaison with DCA AUTODIN planners: 25X1

a. Despite several serious growing pains, AUTODIN has matured to a viable, reliable, effective and accurate communication system which in many areas can compete economically with or exceed the performance of conventional systems.

b. Low-speed AUTODIN terminals (nominally 100 wpm but actually with effective speed of about 80 wpm) cannot move important lengthy items as rapidly as direct long-haul circuits owing to storage and checking delays in the several switches concerned. High-speed AUTODIN terminals (300 to 1200 baud) can do so.

c. AUTODIN tributaries in locations remote from service facilities and altroute terminals may suffer serious disruptions on occasion. In such locations an AUTOVON connection with the AESC is essential for routine liaison and a spare terminal is highly desirable; these roughly double the cost. In-house maintenance capability may be essential depending upon the remoteness of the terminal from the nearest service base.

d. Establishment of the ASCII 8-level code norm for U.S. communications in the next 5 to 10 years makes mandatory the compatibility of high-speed terminal equipment. DCA planners advise that within two years the lowest permissible high-speed equipment in AUTODIN will be 600 baud rate. Due to the high cost, early obsolescence cannot be risked by installing anything less than 600 baud rate 8-level code facilities. This at present limits the equipment field to one model series.

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e. AUTODIN switches will be filled with subscribers on a first come-first served basis, and there may be lengthy waits for entry thereafter. Meanwhile, pressures in DCA to reduce and eliminate non-AUTODIN systems may create serious problems for non-AUTODIN communicators.

2. As a consequence, FBIS has evolved an AUTODIN master plan comprised of the following requirements contingent upon the availability of funds:

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3. All terminals are planned for activation at the earliest feasible date. Since DCA contacts have indicated that it would be advantageous for FBIS to submit these requirements as soon as possible, it will be appreciated if they are transmitted to DCA/Code 523 with minimum delay. Further information from FBIS may be obtained through

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Director
Foreign Broadcast Information Service

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